



Highlighting the Engineering Division Projects within the City

## Completed Projects

### Geary Road Improvement Project

The Geary Road Improvement Phase 3 Project was a joint partnership between the Cities of Pleasant Hill and Walnut Creek, covering the section of Geary Road from Putnam Boulevard/Buena Vista Avenue to Pleasant Hill Road. The project began in the Spring of 2014 and was substantially completed at the end of December 2015. It was funded with \$9.9 million in Measure J Transportation sales tax money and with local funds from both cities.

The project improves safety for pedestrians, bicyclists and vehicles through the reconfiguration of traffic lanes, new pedestrian facilities, and traffic signal modifications. The street enhancements include new six-foot wide bike lanes, a continuous two-way left turn center street lane, on-street parking bays, new concrete sidewalks, pavement rehabilitation, traffic calming radar signs, new underground drainage and treatment facilities, colored crosswalks, LED and ornamental street lighting, and drought-tolerant and low water usage landscape.

New traffic signals were installed at Geary Road/Putnam Boulevard/Buena Vista Avenue and Geary Road/Pleasant Hill Road intersections to enhance vehicular flow.



### Golf Club Road Bridge Replacement Project

The purpose of the Golf Club Road Bridge Replacement Project was to replace the 60-year-old Golf Club Road Bridge over Grayson Creek and provide a structure that complies with current safety requirements. The \$6.3 million project is funded by approximately \$5.0 million in grant funds and other local funds.

The first phase of the project began in the summer of 2013, with the relocation of a major 24 inch water main (Contra Costa Water District) to the southern side of the new bridge footprint under Grayson Creek. This cleared the way for the demolition of the old structure which began in the summer of 2014. The project was completed by replacing one side of the bridge at a time, in two separate phases which allowed for the uninterrupted flow of traffic to Diablo Valley College, businesses and local residents.

The new bridge is a reinforced concrete two span bridge that is approximately three feet higher at mid-span to increase flood capacity. The project provides for new pedestrian, bicyclists and vehicular safety improvements with four traffic lanes, 5-

## Completed Projects – continued

foot wide bike lanes, 7-foot sidewalks on both sides of the roadway, and a 12-foot landscape median island. In addition, the work included new pavement rehabilitation and overlay, colored crosswalks, ADA compliant curb ramps, decorative LED street and pedestrian lighting, bridge aesthetics features, drought tolerant landscape (irrigated with recycled water), and other street enhancements along Golf Club Road between Contra Costa Boulevard and east of Old Quarry Road. The project was substantially completed by the end of December 2015.

### Diablo Vista Water System Pump House Upgrades

The City of Pleasant Hill operates a non-potable water system, the Diablo Vista Water System (DVWS), which supplies irrigation water to approximately 475 homes in the southern part of the City during nine months of the year. Water is pumped and supplied to the DVWS by the Diablo Vista Water Pump Station (DVWPS), which draws untreated water from the Contra Costa Canal operated by the Contra Costa Water District (CCWD). The DVWPS was built in 1951, and over time much of the original piping reached the end of its useful life. Replacement of the piping was needed to continue to provide reliable service to the DVWS customers.

The project work included the replacement of the existing discharge piping, the discharge manifold, the existing surge tank and the renovation of the existing slide gate system that allows water to flow from the canal to the pump station. The total project construction cost was over \$156,800, which was funded by the DVWS Capital Improvement Fund. The project began in January 2015 and was completed at the end of March 2015.



### Street Resurfacing Program

The City of Pleasant Hill's Street Resurfacing Program (SRP) provides for the on-going maintenance of the City's 110 plus miles of roadway pavement. It is estimated that a total of \$2.1 million is needed annually to maintain our current street network in their current conditions. The City Council allocated \$1.8 million in available funds in fiscal years 2014-2016. In addition, \$2.2 million in grant funds was scheduled for pavement improvements and major roadway projects (e.g. Geary Road, Golf Club Road and Contra Costa Blvd. projects).

As directed by City Council, staff continues to focus resources on rehabilitating the City's arterials and collectors system. These roadways provide for the economic vitality of the City, benefit the most amount of users, and provide major connectivity routes for emergency services. As funds become available for residential zones (24 total zones in the City) additional zones may be included in the next two-year budget cycle.

The 2014/2015 SRP included:

- 2014 Street Pothole Repair Project: 22,384 square feet of pavement failures were repaired on Boyd Road, Chilpancingo Parkway, Contra Costa Boulevard (Boyd Road to Taylor Boulevard), Grayson Road, Gregory Lane, Monument Boulevard, Morello Avenue, Oak Park Boulevard, Paso Nogal Road, Pleasant Hill Road, Putnam Boulevard, and Taylor Boulevard.
- 2015 Street Pothole Repair Project: 3,700 square feet of pavement failures were repaired on ten residential streets citywide.
- 2015 Street Resurfacing Project included:
  - 70,000 square feet of pavement resurfacing
  - 550 linear feet of curb and gutter repaired prior to resurfacing.



## Completed Projects – continued

- ❑ New asphalt pavement overlay on Contra Costa Boulevard (CCB), between Boyd Road and Monument Boulevard
- ❑ Rubberized Cape seal of ten residential streets (32,624 square yards) in the Fair Oaks neighborhood and along Oak Park Boulevard between Patterson and Monticello
- ❑ Microsurfacing seal on arterial streets (64,200 square yards) on Monument Boulevard, Gregory Lane and Pleasant Hill Road between Wendell Lane and Paradise Lane and CCB between Monument Boulevard and Gregory Lane
- ❑ Microsurfacing seal in Downtown Pleasant Hill along Crescent Drive
- ❑ Microsurfacing on both City Hall parking lots
- ❑ Updating/refreshing existing thermoplastic pavement markings, reflectors and striping on the City's arterial and collector streets
- ❑ Upgrading to high visibility crosswalks on Gregory Lane and Contra Costa Boulevard
- ❑ Refreshing painted red curb on all project streets

The City continues to maintain its Overall Pavement Condition Index (66/good condition), but the unfunded deferred street maintenance, currently over \$15 million, continues to grow every year.

For more information on the City's residential Street Resurfacing Program, please visit the City website at [www.pleasanthillca.org/streetpaving](http://www.pleasanthillca.org/streetpaving).

### Storm Drain Facilities Maintenance Program

The City's Storm Drain Facilities Maintenance Program provides for the installation of new storm drains and maintenance of existing facilities. The Engineering Division has worked to design and construct priority projects prior to the upcoming winter rains and has completed three major storm drain repair projects:

- **Elinora Drive Storm Drain Repair Project:** the City removed and replaced approximately 80 linear feet of deteriorated 42-inch storm drain pipe. Work began September 2014 and was completed in October 2014.
- **Paso Nogal Storm Drain Repair Project:** this was an emergency repair which removed and replaced approximately 60 linear feet of deteriorated 24-inch storm drain pipe. Work began in August 2015 and was completed September 2015.



- **Ruth Drive Storm Drain Rehabilitation Project:** Approximately 230 linear feet of deteriorated 15-inch storm drain pipe, three drainage inlets, and limited gutters and curbs were replaced. Work began in November 2015 and was completed in December 2015.

The completion of these projects will restore the functionality of the storm drain systems and reduce the potential for flooding in these areas. The total cost was over \$310,000. The projects are funded by the Storm Drain Program and Storm Drain Maintenance Program. Currently there is over \$8 million dollars in deferred maintenance and unfunded storm drain improvement needs.

### High Visibility Crosswalk Treatment along arterials

In an effort to enhance crosswalk visibility and pedestrian safety, the City began implementing new high visibility crosswalk patterns along major arterials and collector streets with various roadway projects in 2015. Traditional crosswalks were delineated with two 12-inch white or yellow thermoplastic pavement stripes, while the new “high visibility” crosswalks consist of 24-inch “zebra” stripes that run perpendicular to the length of the crosswalk.

Given the additional implementation cost associated with these types of crosswalk patterns, any new additions have been reserved for major arterial and collector roadways (e.g. Contra Costa Boulevard). Additional colored treatment has also been incorporated into high visibility crosswalks near high pedestrian areas such as Contra Costa Boulevard, Golf Club Road, and Geary Road. The new crosswalk hatching pattern will continue to be implemented in the upcoming years as part of future roadway improvement projects.

## Projects in Design

### Boyd Road/Elinora Drive Sidewalk Installation Project

The City of Pleasant Hill has secured \$575,000 in grant monies to install Safe Routes to School and sidewalk gap closure improvements at two locations: the north side of Boyd Road, between Liahona Court and Horten Court, and the east side of Elinora Drive, between Gregory Lane and Gladys Drive. The project scope consists of the following key components:

- Installation of new ADA compliant pedestrian enhancements (e.g. concrete sidewalk and curb ramps) along the north side of Boyd Road and the east side of Elinora Road
- Drainage improvements along the north side of Boyd Road within the project limits, including pervious concrete, new curb and gutter and drywells
- Installation of a raised pedestrian crosswalk at the Elinora Drive/Gladys Drive intersection.
- Installation of speed radar signs on Elinora Drive
- Landscape restoration throughout the project limits

The various project elements have been designed specifically to provide a logical and safe roadway facility that balances the overall needs of vehicles, bicycles, and pedestrians in the area. It will also greatly enhance multi-modal access to the Sequoia Elementary and Middle Schools, Strandwood Elementary School, and the Senior and Teen Centers. The project is expected to begin construction in early summer 2016.

### Contra Costa Boulevard Improvement Project (Harriet Drive to Beth/Doray Drive)

This project will provide for pedestrian, cyclist and motorist safety improvements (complete street enhancements) along Contra Costa Boulevard (CCB) between Harriet Drive to Beth/Doray Drive. The project is funded in large part by three grant funds totaling \$3.45 million and local funds.

Key planned project features include NEW:

- Concrete curb, gutter, and sidewalk along west side of CCB between Harriet Drive and Beth/Doray Drive
- ADA compliant curb ramps and driveway ramps for the various businesses and intersections
- Traffic signal at Ellinwood Drive intersection
- Pavement surfacing treatment and pavement traffic striping
- Enhanced pedestrian crosswalks along CCB
- Decorative LED street and pedestrian lighting
- Street furnishing (e.g. metal benches and bike racks)



- Street trees and drought-tolerant, low water use landscape

The improvements will be consistent with those completed in 2014 along Contra Costa Boulevard between Viking Drive and Chilpancingo Parkway. The project is expected to begin construction in summer 2016.

### Golf Club Road/Old Quarry Road Improvement Project

The City is nearing completion of the design of the upcoming Golf Club Road/Old Quarry Road Improvement Project. The project will construct “complete street” enhancements along Golf Club Road (from Contra Costa Canal Trail to about 300 feet east of Old Quarry Road) and Old Quarry Road, including new concrete sidewalk, bike lanes, traffic signals, flashing crosswalk beacons, a roundabout (at Old Quarry Road/Camelback Road intersection), pavement rehabilitation, LED street lighting, and landscaping.

Due to the proposed construction of the roundabout, the number of lanes along Old Quarry Road will be reduced from four lanes (two lanes in each direction) to two lanes (one lane in each direction). The various project elements are designed to enhance access and safety for pedestrians, cyclists, and vehicles, and it will provide access to the DVC campus, DVC Plaza, and nearby apartment complexes. The project is funded with \$4.87 million in grant funds and local funds. Final project design is scheduled to be completed by early 2016, with the first stage of construction starting late fall 2016.

